





Messrs. Adamson, Ball & Co. inform

This wreck of the *San Pablo* was sold at auction at Mr Armstrong's sales rooms today. The vessel brought \$470, and the cargo \$50.

This passage boat which was run into in the Kap-si-moon pass on Thursday night by trading junk, arrived here last night, having, we were informed, sustained only slight damage. No lives were lost.

MESSRS. Butterfield & Swire inform us that the O. S. S. Co.'s steamer *Antenor*, from

of 3rd inst, and the same Company's steamer *Neskor*, from Liverpool, left Singapore yesterday, the 4th inst., both for this port.

By kind permission of Colonel Anderson and the officers of the 2nd Northamptonshire Regiment, the Regimental Band will play in the Public Gardens on Sunday.

6th inst, from 9 till 10 p.m. The follow-  
ing will be the programme:

March.....	Alexandria Palace.....	Jassonee
Overture.....	Finian's Cave.....	Mendelssohn
Selection.....	Il Berretto.....	Mozart.
Valde.....	Scintille.....	Handel.
Selection.....	Der Bachel Student.....	Millroter.

JOHN MORAN, Bandmaster.

The first divorce case that has been tried in  
Trenton since the promulgation of the Na-  
tional divorce law was begun at Hanco son  
days ago. The litigants were M. and Ma-  
dame Vayns. The Court was crowded, and  
the details of the case were of a highly  
sensational character. Judgment was re-

A man named Lo Ahing was brought before Mr Sercombe Smith in the Police Court to-day, charged on remand with assaulting

a coolie named Kwan Lung with a carrying pole. Complainant had to be sent to hospital as a result of the assault, he having

The semi-final ties between Johnston and Scanlan and Coxon and Wallace were played off this afternoon. The result was an easy victory for Scanlan and a complete

Scanlan beat Johnston	...	6-2, 6-0.
Coxon beat Wallace	...	6-3, 6-3.

The final between Coxon and Scanlan will likely be played in the beginning of next week.

ANTONIO Augustin, who describes himself as a priest from Syria, was brought before Mr Sercombe Smith in the Police Court charged with being a vagrant. The 'new

deadeat' said he had come to Hongkong to look for his long-lost brother, who, he was told, was here. He had no friends in Hongkong and had been declared a vagrant before. He was sent to the House of Detention.

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The following are the Orders of the D

for the meeting of the Legislative Council on Monday :—

ask:—(a.) The reason for delay in the completion of Victoria College; whether the Surveyor General can name a fixed date when the building will be ready for occupation. Presuming that the water will be supplied to the Town by next November, is

there to be a new distribution for fire extinguishing purposes, and, if so, by what date will it be completed? Is such distribution included in the present estimated cost of the Tytam Water Works? If not, what will the extra cost amount to? (b) What

instructions the Government have received from the Colonial Office regarding the Public Health Bill which was passed by an official majority last session and suspended

such instructions? (c.) For a return of the number of destitute women and girls at present in the Colony under the protection of the Government, the return to show the number in charge of the

...the Hospital Committee; and call attention to the unsatisfactory nature of the arrangements at present in force for keeping and maintaining rescued women and girls; and move a resolution on the subject.

2. To resume Committee on the Bill entitled The Coroner's Abolition Ordinance, 888.

COLONEL Graham has commenced the fortified post at Gnatong, where a force is to be left to prevent the Tibetans from returning to Lingtu. The garrison for this Post will be 400 men with probably two moun-

will seen in the direction of the Jelep Pass, but no large force has ventured to cross to Sikkim from the Chumbi Valley.—

on of the sawmill of the British Borneo  
Trading and Planting Company. Two  
powerful boilers are fixed in their places  
and all the earth work in connection with  
the levelling and raising of the site is  
finished. A quantity of 2,000 tons of

ve been cut from the hill at the back  
d taken to the site a distance of 700 feet  
the portable railway and tipped on the  
ound. The tunnels for the main and  
intermediate shafts are finished and we  
understand that the erection of Sam's

ings will be started at once. Mr. Nuttall and his energetic staff are to be congratulated on the rapid strides they have made in so short a time.

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**LOVING.**  
O for the power of days prophetic!  
To teach Time's shadow and bid it stay;  
To stay the earth in its fitful journey,  
And make tomorrow be still today!

O but to hold in group unyielding  
The perfect moment that crowns the year,  
And undimmed to face the future  
With heart untroubled by thrill of fear!

O but to launch on a sweet ocean,  
With wind that never should change or fall,  
With youth and fate and hope for ever,  
To spread to the wind my snowy sail!

To speed, with never a backward glance,  
Away from the old familiar shore,  
With a sail and a pain behind me  
And naught but an endless light before!

To gather the friends I love beside me,  
With no stern fortune to bid us part;  
No shadow to dim the sunny faces,  
No change to sever us, heart from heart!

To know no more—no more forever,  
The touch of passion, of want and care;  
To turn my face from the land I'm leaving  
And know that death's death power is there.

—From *Daughters of America*.

**A SONG OF WORK.**  
A charming tale of old,  
For they tell by words and deed,  
That 'tis love that makes the world go round—  
Round and round,  
With never a sound,  
Over and over,  
From Sydney to Dover,  
Here we go, here we go, till the train rolls;  
Now on our heads and now on our heels;  
But we know it is not love at all,  
That keeps going this world's wheel!

For!—  
The work that makes the world go round,  
And never off the wheel!

And here no more of a 'primal curve';  
With *Eden* things might have been worse;  
For 'tis work that makes the world go round!  
So day by day,  
We'll work away,  
Thoughtful and loving,  
Reaping and sowing,  
Spinning and weaving and getting of meals,  
Forging and building and laying of keels;  
Slaves and prisoners labor, free men disdain  
A word to fight with crime and sin!

Yet oh!  
The hard to make the world go round,  
If love do not set the wheel!

What know they of rest who never work,  
But the duties of husband and womanhood shirk,  
The work that makes the world go round!

When work is done,  
'Tis time for fun,  
Father and mother,  
Sister and brother,  
Baby and all, with the merriest peeps,  
Greeting the joys home life reveals;  
Day's work brings peace and rest at night,  
For Work means Duty, and Duty is Right!

And oh!  
The work that makes the world go round,  
And never off the wheel!

**NO REASON FOR DEATH.**  
DR WILLIAM HAMMOND BELIEVES DEATH  
UNNECESSARY.  
(New York Mail and Express.)  
People die through their ignorance of the laws which govern their existence, and also from their inability or indolence to obey those laws with which they are acquainted. We are told in the first chapter of Genesis that before Adam ate the forbidden fruit the life of man was to be eternal, but with the acquisition of the knowledge of good and evil death became his portion. It seems to me that it would be more in accordance with the actual state of affairs at the present time to believe that death came through his loss of knowledge rather than from his obtaining it, for now he loses his life, not through an excess of knowledge, but through an excess of ignorance.

I do not see that there is any physiological reason why, even at the present day, man should die. From a knowledge of the causes of disease greater than that possessed fifty years ago, and from the advance of medical science leading to better methods of treating the deviations from the normal standard of health, we are now subject, the life of a generation has within the period mentioned been lengthened from five to six years. That is the average man, instead of living thirty years, as he did fifty years ago, now lives nearly thirty-six years. Looking at the question from this standpoint only, it will be seen that it is merely a question of time when his life will be extended to thousands of years, and that with an eternity of time his life also will be eternal.

Let us take one aspect of the subject, and we shall not, I think, fail to perceive that when we thoroughly understand it and are willing to live in accordance with its requirements, death, unless by accident, will cease to exist.

We know that man's life is continued through the death of the various atoms of the several tissues that enter into the composition of his body. His organs are kept in action by force, and this force results as does all other force from the metabolism of matter. Thus, to obtain heat we burn wood or coal, and ashes and gases are evolved in the process; to generate electricity we convert zinc or some other metal into a salt through the action of an acid, and electricity is set free. In the body the brain, the heart, the liver, the muscles, all act through the destruction or rather alteration of the substances with which they are composed. With every thought that emanates from the brain, with every motion which it feels, with every act of the will which it originates, a certain portion of the central substance is broken down into simpler substances and through various channels is excreted from the body. With every pulsation that the heart makes some part of the organ, small though it may be in amount, is destroyed and is cast out of the system to make room for new substance. With every contraction of a muscle, no matter how small, from the effort to obtain heat the heaviest kind of a sled is hauled, or that necessary to lift a paper, to crook a finger or to wink an eyelid, muscular tissue dies, and being no longer fitted for the purpose for which it was formed, is taken up by the veins, and like that coming from the heart and the lungs and the other organs which serve the purpose of the body, is gotten rid of through the kidneys and the skin and the respiration, to be reformed outside of the system into other substances, which in their turn make the food by which the body is again nourished. The food that man takes into his stomach ought to be of such quantity and quality as would exactly repair the losses which, through the action of the several organs, his body is to undergo. If it is deficient, disease of some kind will certainly be the result. If he knew enough to be able to adjust his daily food to the exact daily requirements of his system, disease

could never ensue through the exhaustion of any one of his vital organs. A large majority of the morbid affections to which he is subject are due to a lack of this knowledge.

Suppose, for instance, that a man is rising in the morning, should say to himself: "To-day I have to read ten pages of 'Blackstone's Commentaries,' twenty pages of 'Don Quixote,' to walk three miles and a half, to pay a visit of half an hour's duration to my grandmother, and to take my sweetheart to the theatre, where I shall spend two hours. To do this I require (taking out his pencil and memorandum book as he speaks) so much carbon, so much nitrogen (giving of course, the exact weight of these several elementary substances). I can get those precise quantities from eight ounces of bread, four ounces of eggs, eight ounces of beef, six ounces of potatoes, four ounces of fish, a half-pint of beef soup, eight ounces of water and eight ounces of strong coffee to make them go a little farther than they otherwise would. In case I have an extraordinary demand upon me for mental or physical exertion I shall have to take to these substances, others which will compensate for the increased loss."

Now, suppose that he is exactly right in his calculations and that the food taken is neither too great nor too little, but exactly compensates the anticipated losses, the death of each cell in the brain or the heart or the muscles, etc., will be followed by the birth of a new cell, which will take its place and assume its functions. Gut, rheumatism, liver and kidney diseases, heart affections, softening and other destructive disorders of the brain, the various morbid conditions to which the digestive organs are subject, would be impossible except through the action of some internal force, such as the swallowing of sulphuric acid or a blow on the head or a stab with a knife, which would cause clearly within the class of accidents, and, of course, many of these would be avoidable.

Again, let us imagine that a man knew to what extent his animal appetites should be gratified, that he has ascertained to what extent, if at all, alcohol and tobacco and other stimulants and sedatives should be used; that his knowledge in regard to clothing were perfect; that he had required complete information of the manner in which his house should be built and heated and furnished and of various matters pertaining to the health of his family, and that he had become one of the exact sciences; that he was able to avoid the effects of extreme heat and cold and moisture; that, in a word, he had nothing to learn in regard to the best way of living so as to preserve himself from all morbid causes—supposing all this (and I think that it is not very likely that he will, for ages upon ages acquire the almost God-like omniscience necessary) death would be impossible and the eternal life to which we are told he was born would again be his.

From a consideration of these points we perceive that people die:

First—From ignorance of all the laws of life.

Second—From wilfulness in not obeying the laws they know.

WILLIAM A. HAMMOND.

**NICE THINGS ABOUT WOMEN.**  
Democracy, Louis Globe.  
If the Bible had said man was made out of a woman's rib I would believe it; for of all things in this world a man is most helpless alone. A chicken two hours out of the shell can take better care of itself than a man can. So it is all right that a man twenty or twenty-five should be looking around for a woman to take care of him; and a woman never is permitted to look around for a man. The women do not notice the acquisition of knowledge, but with the knowledge of good and evil death became his portion. It seems to me that it would be more in accordance with the actual state of affairs at the present time to believe that death came through his loss of knowledge rather than from his obtaining it, for now he loses his life, not through an excess of knowledge, but through an excess of ignorance.

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humanity—demands that each shall be perfect in its kind, and not be hindered in its best work. The lily is not inferior to the rose, nor the oak superior to the clover; yet the glory of the lily is one, and the glory of the oak is another; and the use of the oak is not the use of the clover. "Woman," says another writer, "must be regarded as woman, not as a nondescript animal, with greater or less capacity for assimilation to man." Dr. Clarke says, again: "Educate a man for manhood, a woman for womanhood; both for humanity." Roger Williams said: "Woman is a true, dignified, and exalted being, as God has created her, and she is to be honored as such." "Woman," says another writer, "must be regarded as woman, not as a nondescript animal, with greater or less capacity for assimilation to man." Dr. Clarke says, again: "Educate a man for manhood, a woman for womanhood; both for humanity." Roger Williams said: "Woman is a true, dignified, and exalted being, as God has created her, and she is to be honored as such." "Woman," says another writer, "must be regarded as woman, not as a nondescript animal, with greater or less capacity for assimilation to man." Dr. Clarke says, again: "Educate a man for manhood, a woman for womanhood; both for humanity." Roger Williams said: "Woman is a true, dignified, and exalted being, as God has created her, and she is to be honored as such."

**Money Orders.**  
1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places, at current rates of exchange:  
\* Aden.  
\* Amoy.  
\* Bangkok.  
\* Batavia.  
\* Borneo.  
\* Ceylon.  
\* Hongkong.  
\* India.  
\* Java.  
\* London.  
\* Malacca.  
\* Manila.  
\* Mauritius.  
\* Natal.  
\* New South Wales.  
\* New Zealand.  
\* Penang.  
\* Peking.  
\* Port Darwin.  
\* Port Louis.  
\* Port Said.  
\* Rangoon.  
\* Singapore.  
\* Siam.  
\* Swatow.  
\* Tientsin.  
\* Yokohama.

2.—Orders on the Countries marked \* are forwarded through the London Post Office, and are paid less a small discount of about 1% in the 21st day for which the remitter should allow. All other orders are drawn in British currency, and cannot be drawn for any sum less than 5s.

3.—The commission charged is as follows (according to the currency the Order is drawn in):  
Up to £2, or \$10, or 20, ..... 0.20 cents.  
" £5, or \$25, or 50, ..... 0.40  
" £7, or \$35, or 70, ..... 0.60  
" £10, or \$50, or 100, ..... 0.80  
" £15, or \$75, or 150, ..... 1.00  
" £20, or \$100, or 200, ..... 1.20  
" £25, or \$125, or 250, ..... 1.40  
" £30, or \$150, or 300, ..... 1.60  
" £40, or \$200, or 400, ..... 2.00  
" £50, or \$250, or 500, ..... 2.40  
" £60, or \$300, or 600, ..... 2.80  
" £70, or \$350, or 700, ..... 3.20  
" £80, or \$400, or 800, ..... 3.60  
" £90, or \$450, or 900, ..... 4.00  
" £100, or \$500, or 1000, ..... 4.40  
" £120, or \$600, or 1200, ..... 5.20  
" £140, or \$700, or 1400, ..... 6.00  
" £160, or \$800, or 1600, ..... 6.80  
" £180, or \$900, or 1800, ..... 7.60  
" £200, or \$1000, or 2000, ..... 8.40  
" £250, or \$1250, or 2500, ..... 10.40  
" £300, or \$1500, or 3000, ..... 12.40  
" £400, or \$2000, or 4000, ..... 16.40  
" £500, or \$2500, or 5000, ..... 20.40  
" £600, or \$3000, or 6000, ..... 24.40  
" £700, or \$3500, or 7000, ..... 28.40  
" £800, or \$4000, or 8000, ..... 32.40  
" £900, or \$4500, or 9000, ..... 36.40  
" £1000, or \$5000, or 10000, ..... 40.40

4.—No Order must exceed £10 or \$50 (unless drawn on India, when £150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same remitter, at one time.

5.—Money Orders on the United Kingdom for even sums not exceeding £5 are granted by means of Postal Notes, as to which see separate notice or the Hongkong Post Office.

6.—Sums not exceeding \$50 may be remitted between the Ports of China by means of Postal Notes, subject to a charge of one per cent. for cashing them, or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

General Post Office,  
Hongkong, 20th April, 1888.

By means of Postal Notes.

**Government Notification.**  
The following Rules regarding signalling at the Peak are published for general information.  
By Command,  
FREDERICK STEWART,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 17th February, 1888.

**SIGNAL STATION, VICTORIA PEAK, HONGKONG.**  
1823 Feet above Sea Level.  
1. The Union Jack will be hoisted at the Main Head when any vessel is being signalled.  
2. The Commercial Code of Signals for all Nations will be used at the Station.  
3. All Signals made by vessels in the Offing will be repeated.  
4. When Signalling to Men-of-War, in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Main Head of the Man-of-War.  
5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Main Head, and Distance off at the Main Head, will be hoisted. If, when the vessel is made out, it is not a Mail Steamer, the vessel's Distinguishing Flag will be hoisted at the Main Head, and the vessel will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.  
6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign,

with the Distance off, at that time, will be shown at the Main Head. The Compass Signal and Symbol will be hoisted down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and the Distance off at each successive half hour to show the Distance off at each successive hour. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at the Main Head.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar flag will be shown above the Ball or the Flag alone will be hoisted at the Main Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Signals and National Colours, or House Flags at the Quarter of the Yard, or at the Main Head.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the Table, R.N.

H. G. THOMSON, R.N.,  
Harbour Master, &c.

**IMMIGRATIONS.**  
NOW READY.  
**THE REVENUE OF CHINA.**  
A SERIES OF ARTICLES.  
Reprinted from 'The China Mail.'  
WITH AN APPENDIX.  
THIS PAMPHLET is Now Ready,  
and may be had at the  
OFFICE of this PAPER,  
Messrs. LANE, CRAWFORD & Co.'s,  
Messrs. KELLY & WALSH's,  
And Mr. W. BREWSTER's.  
Price, 50 Cents.

**THE CHINESE MAIL.**  
THIS paper is now issued every day.  
The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.  
It is the first Chinese Newspaper ever printed in Hongkong, and is the only one of its kind in the colony. The paper is of great value to the Chinese community, and is a valuable source of information to the English community. It is published daily, except on Sundays and public holidays. The price is four dollars per annum in advance, or ten dollars forty cents including postage to coast ports. The paper is published by the Chinese Mail Office, 10, Queen's Road West, Hongkong.

**SUMMER TIME TABLE.**  
UNDER THE KOWLOON FERRY.  
STEAM-LAUNCH  
Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tai-Tai-Tai at the following hours:—This Time Table will take effect from the 12th APRIL, 1888.

WEEK DAYS.	SUNDAYS.
6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M. 11.00 A.M. 12.00 P.M. 1.00 P.M. 2.00 P.M. 3.00 P.M. 4.00 P.M. 5.00 P.M. 6.00 P.M. 7.00 P.M. 8.00 P.M. 9.00 P.M. 10.00 P.M. 11.00 P.M. 12.00 P.M.	6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M. 11.00 A.M. 12.00 P.M. 1.00 P.M. 2.00 P.M. 3.00 P.M. 4.00 P.M. 5.00 P.M. 6.00 P.M. 7.00 P.M. 8.00 P.M. 9.00 P.M. 10.00 P.M. 11.00 P.M. 12.00 P.M.

\* There will be no Launch on Monday and Friday, on account of coaling.  
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, the notice will be given of any stoppage.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEE AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

**NOTICE.**  
ON THURSDAY, the 10th of May, 1888, at Noon, the Company's S.S. MELBOURNE, Commanded by J. LEVER, will leave for Hongkong, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Hongkong, and so on in transit through Hongkong for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 9th May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, April 27, 1888.

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Hongkong, April 27, 1888.

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.  
THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.  
Fire Department.  
Policies issued for long or short periods at current rates.  
HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 496

**QUEEN FIRE INSURANCE COMPANY.**  
THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
NORTON & Co.,  
Agents.  
Hongkong, July 15, 1887. 1340

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**  
THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.  
GILMAN & Co.  
Hongkong, January 1, 1882. 14

**NOTICE.**  
THE MAN ON INSURANCE COMPANY (LIMITED).  
CAPITAL SUBSCRIBED.....\$1,000,000.  
THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.  
WOO LUN YUEN,  
Secretary.  
HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, December 2, 1887. 2349

**MAILS.**  
CANADIAN PACIFIC LINE.  
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ZAMBESI, 2,431 Tons Register, TIDY, Commander, will be despatched for VANCOUVER, B.C., and KOREA and YOKOHAMA, on TUESDAY, the 8th May, at 3 p.m.  
S.S. PORT ADELAIDE on 1st June, and S.S. FAIRFAX on 21st June.  
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
First-class Fares granted as follows:—  
To Vancouver or Victoria, Mex. \$160.00  
To San Francisco..... 175.00  
To all common points in Canada..... 200.00  
To Liverpool..... 300.00  
To London..... 305.00  
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.  
Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, April 20, 1888. 700

**NOTICE.**  
ON THURSDAY, the 10th of May, 1888, at Noon, the Company's S.S. MELBOURNE, Commanded by J. LEVER, will leave for Hongkong, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Hongkong, and so on in transit through Hongkong for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 9th May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, April 27, 1888.

**NOTICE.**  
ON THURSDAY, the 10th of May, 1888, at Noon, the Company's S.S. MELBOURNE, Commanded by J. LEVER, will leave for Hongkong, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Hongkong, and so on in transit through Hongkong for the principal places of Europe.

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Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, April 27, 1888.

**MAILS.**  
NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.  
ON WEDNESDAY, the 9th day of May, 1888, at 4 p.m., the Company's Steamship MELBOURNE, Capt. R. SAMPSON, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.  
Hongkong, April 14, 1888. 612

**Occidental & Oriental Steamship Company.**  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th May, at 3 p.m.  
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.  
All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.  
First-class Fares granted as follows:—  
To San Francisco and return..... \$200.00  
To San Francisco and return, available for 6 months..... 350.00  
To Liverpool..... 325.00  
To London..... 330.00  
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

**U. S. MAIL LINE.**  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SAN FRANCISCO will be despatched for San Francisco, via Yokohama, on SATURDAY, the 19th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
First-class Fares granted as follows:—  
To San Francisco..... \$200.00  
To San Francisco and return..... 350.00  
To Liverpool..... 325.00  
To London..... 330.00  
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.  
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply through fares from China and Japan to Europe.  
Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Special Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

**C. D. HARMAN,**  
Agent.  
Hongkong, May 2, 1888. 718

**POST OFFICE NOTICE.**  
Unclaimed Correspondence, May 6, 1888.

Letter.	Par.	Letter.	Par.
Ah Ghaw	1	Lilly, W. H.	1
Ayan Singh	1	reg. La Rue	1
Ayres, L. S.	1	Lambert, R.	1
Bowler, G. H.	1	McMahon, J.	1
Bentin, Mr.	1	Moore, M.	1
Ben, J. M.	1	reg. Maltby	1
Ben, Mr.	1	McGregor, B. B.	1
Blagwan Singh	1	reg. B. B.	1
Bordley, Miss	1	McMahon, J.	1
Bain, A.	1	Moore, M.	1
Barre, F.	1	Mission, W.	1
Barrington, Mrs.	1	Minton, Mr.	1
Bonjour, H.	1	reg. Nansor, E. J.	1
Burr, W. A.	1	Nichols, H.	1
Campana, C.	1	reg. Nicholson, H.	1
Campana, H.	1	Norman, H.	1
Carstairs, J. W.	1	North, Miss H.	1
Chubb, R. A.	1	Oldum, F.	1
Camp, Mrs. F.	1	reg. Oldum, F.	1
Catwell, R. H.	1	Playfair, G. M. H.	1
Coony, W. A.	1	reg. Poggie, M.	1
Clarke, Mrs. R.	1	reg. Poggie, M.	1
Cookin, Miss	1	reg. Poggie, M.	1
Dick, C. B. N.	1	reg. Poggie, M.	1
Dick, C. B. N.	1	reg. Poggie, M.	1
Dick, C. B. N.	1	reg. Poggie, M.	1
Dick, C. B. N.	1	reg. Poggie, M.	